

NEWS LETTER

Vol. 11, No. 1

SECOND AIR DIVISION ASSOCIATION

January 1973

1973 REUNION PLANS SHAPING UP

Latest news from Senator Harold L. McCormick, Reunion Chairman, is that scenic Colorado is waiting to welcome the Second Air Division Association next July 19-20-21 at the beautiful Antlers Plaza Hotel in downtown Colorado Springs.

40 rooms are being set aside for early arrivals on July 18th, and another 150 to 170 rooms for the next three days. Reservation cards to the Antlers are enclosed in this issue of the Newsletter and it is extremely important that you mail your reservation early. Plans involving how many people will be attending must be made well in advance — like now!

In the happy event of an overflow, arrangements with a close-by Holiday Motel and shuttle bus service are already in the works.

The evening of July 19th is being set aside for proposed "mini-reunions" of the 44th, 389th, 466th and 467th. These Groups already have banquet and/or meeting rooms being held for them at the Antlers Hotel. Harold McCormick or Bill Brooks should be informed of group plans so that firm arrangements can be made by the middle of February.

The evening of July 20th will include a gala western evening out in the nearby foothills by the famous Garden of the Gods. The Flying 'W' Ranch is booked to serve a memorable Chuck Wagon Feed that same evening. (OOPS! There goes the waistline!)

The Air Force Academy has confirmed that we will be able to hold a memorial service in the Academy Chapel on Saturday morning. The command Chaplain has offered his full cooperation and plans are already underway to make this one of the most memorable services in the history of the Association.



Harold L. McCormick

Noon goodies include a wine and cheese brunch in the Officers' Open Mess at the Academy.

Finale will be the banquet Saturday night in the Antlers Hotel Ballroom. Lt. Gen. Albert Clark, dynamic Superintendent of the Air Force Academy and also a WWII POW, has been invited to speak along with other notables.

Cost figures for the various functions should be available for publication in the April Newsletter. But it costs you nothing to make your reservations now so mail that reservation form before you lose it in that file of good intentions.

(ed. note: Congratulations go to Hal for his recent success in moving from the House of Representatives to the State Senate. Keep it up Hal and we'll be voting for you for President.)

HEAR YE!

HEAR YE!

HEAR YE!

Our peripatetic membership secretary, Evelyn Cohen, is on the move again and has come up with the following, tentative, arrangements for transportation to the 1973 reunion at the Air Force Academy.

If we can put together groups of at least 25 people, flights from Boston, Philadelphia and Washington Baltimore, for example, can be made for the 'round trip - per person' fares indicated: Boston \$200.00; Philadelphia \$182.00; Washington Baltimore \$173.00. Similar arrangements from other cities (New York, Los Angeles, Chicago etc.) can be made if enough people from these and other cities apply.

Again it is imperative that Evelyn know how many, and from where, just as soon as possible if these and additional flights are to be made firm. So drop her a card right now stating how many will be in your party and she will take it from there.

Also, these flights will be scheduled to leave from wherever they originate and arrive at Denver on July 18. Bus transportation will be made available at Denver to transport everyone to Colorado Springs upon arrival. Flights will return on Sunday, July 22.

Now lets hear from YOU.

**Second Air Division Association
Eighth Air Force**

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PRESIDENT'S CORNER

I want to take this opportunity to wish all our members and their families a very happy and prosperous New Year. I also want to thank the many who responded throughout the past year to my continued calls for help.

When something special had to be done requiring unique talents it never failed that the person I asked responded in fine fashion. Bob Wagner and Jim Auman in particular were eager and ready when called upon to provide something I needed for the Newsletter.

Our friends overseas — Steve Bird-sall, Roger Freeman, Jim Hoseason and John Archer — were generous in their contribution of articles designed to make our Newsletter interesting reading with something for all.

The Officers of the Association were untiring in their efforts towards resolving problems designed to make this a better and ever-increasing Association.

Let us never forget the tremendous amount of work done by our membership secretary Evelyn Cohen who just never seems to get tired. Frustrated? Yes. Tired? Never. Our hats are off to both Evelyn and Hathy Veynar who made our reunion in Norwich one to remember for a long time to come.

The list of those who contributed to the progress of our Association is endless and could fill all eight pages of this Newsletter, so I will just say 'Thank You' to all.

William G. Robertie
President

**SHE WAS INDEED A
"SLICK CHICK"**

In the last Newsletter we featured an article on "The Trouble Maker", 466th BG, which flew 97 missions and asked anyone if they could top that. One reply was swift and impressive.

John J. Daskocz of the Bronx, N.Y. was crew chief of "Slick Chick", also of the 466th BG, and he sent us the history of this lovely lady.



Curse that armor plate!!!

With various crews flying her "Slick Chick" managed to pile up 128 missions without ever having a mechanical failure or personnel turnback. In addition she flew 72 missions as lead bomber. She was not, however, without her idiosyncracys. She had a habit of coming through the rough missions without so much as a paint blister, while on other so called 'milk runs' she would catch more flak holes than the entire flight put together. For all that she never brought back a wounded crewman.



S/Sgt. John J. Daskocz being congratulated by Group Commander Elvin S. Ligon.

"Slick Chick" returned to the U.S. on June 1, 1945 supposedly to be used for the 8th War Loan Bond Drive. Whatever happened to her from there we don't know, but her record will live forever.

(ed. note: Many thanks John for this submission. Now I repeat, can anyone top that?)

TAKE NOTE

On our dues statement for 1973, which you have undoubtedly received by this time, a new line has been added. "Donation — Memorial Library — Norwich, England \$ _____."

At our business meeting in Norwich this past summer it was decided that the dues would remain the same at \$3.00 but that we would add a line enabling any member who wishes to make a small donation towards the upkeep of the American Room in the Norwich Public Library.

It is our hope that we will be able to make an annual donation of \$500.00 and that this could be accomplished by members adding an additional \$1.00 or \$2.00 to their dues check. This is strictly voluntary and we do NOT want to put pressure on anyone. If you want to give then send a dollar or two extra, but do not feel obliged to.

According to one of them, women are mentally superior to men, because she has noticed that few men have intelligence enough to recognize their inferiority.

From our Norwich correspondent comes the following:

**ARDENT PAIR
TOO OUTGOING**

Walter Worts was fined 50 pounds (\$120) for having sexual intercourse with his wife in their side yard. Only a row of flowers separated the living pair from the garden next door. They were observed by the neighbor's children who told their mother who, in turn, notified the police.

"I love my wife and I cannot see why we should not show some affection to each other," said Mr. Worts. "The children may have seen us but it was not intentional."

Prosecutor John Bates argued that an Englishman may do what he likes in his castle, but it shouldn't be necessary for his neighbor to put up a fence to avoid seeing him do it.

The magistrates convicted Worts of indecent exposure. His 33 year old wife was acquitted of a charge of aiding and abetting her husband!

(ed. note: Who ever said the English weren't brave, daring, courageous — and innovative?)

THE SKY SCORPIONS

OF HETHEL *by John Archer*

During World War II, the 389th Bombardment Group operated out of Hethel earning distinction and honors for its part in the Air offensive in Europe, Sicily, Naples, Foggia, Normandy, Northern France, Rhineland,

over the blazing target area and bombed the objective. The plane crashed before Lt. Hughes could make the forced landing that he attempted after the bomb run.

So low were the B-24's that more than one enemy fighter dived into the ground in frantic efforts to intercept them. Of the thirty aircraft sent out



Ardennes, Alsace, and Central Europe. The Group received a Distinguished Unit Citation for its participation in the famed low-level attack on Sunday, August 1st, 1943 against the great oil refinery plant at Ploesti, Rumania, one of the most heavily defended targets in the world and a major German petroleum source.

For his action during this mission Second Lieutenant Lloyd H. Hughes was awarded the Medal of Honor for refusing to turn back although gasoline was streaming from his flak-damaged plane. Lt. Hughes flew at low altitude

by the 389th only four were shot down over the target area, seventeen returned to their airfield at Benghazi where they were temporarily located for this mission, and the remaining nine landed at Allied fields in Turkey and Cyprus. The planes returned with gaping holes in the wings, engines and fuselages. The Olive Drab camouflaged dress worn at Hethel had been changed into an oily black. After this mission the "Sky Scorpions" returned to Hethel and continued their offensive against targets in France, the Low Countries and Germany until hostilities ceased in late April 1945.



Of all the brave men who flew from Hethel one name is internationally known, now Brigadier General James Stewart (Ret.). General Stewart served as a Wing Commander during the closing stages of operations for the Group.

Today, after twenty-five years, Hethel is still a very active complex. Where B-24's once trundled out of their parking areas, Lotus cars have taken over, speeding down the taxiways and being put through their paces by experts. Adjacent to the runways and the modern Lotus factory unneeded relics of mans earlier adventures in the air continue their decay into history.

GIVE THEM A HAND — HELP, DON'T CLAP!

Although we are still locked in the icy clutch of a severe winter the Chairmen (and their wives) of the Groups planning a mini-reunion at the Colorado Springs Association reunion are hard at work tracking down former members of their Groups who are eligible to join the 2nd AD and who would undoubtedly make every attempt to attend a reunion. But they need help.

The Chairmen of the various Groups are listed below and I urge all members who served in any of these Groups to dig into their files and send these Chairmen names and addresses of former members of their particular Group. Better still, write them yourselves.

Membership in the 2nd AD has grown tremendously over the past few months proving that most people will join the 2nd AD and attend the reunions if they are only told that the 2nd AD exists. So lets get with it and make this Colorado Springs Reunion the biggest ever.

44th Bomb Group

William G. Robertie, P.O. Drawer B, Ipswich, Mass. 01938

Charles J. Warth, 5709 Walkerton Dr., Cincinnati, Ohio 45238

Col. John D. Hammer, 4621 Bay to Bay Blvd., Tampa, Florida 33609

466th Bomb Group

Edwin M. Sjolholm, Jr., 6144 Beachway Dr., Falls Church, Virginia 22041

Col. John Woolnough, 7752 Harbour Blvd., Miramar, Florida 33023

389th Bomb Group

Albert A. Kopp, 914 Joy Avenue, Rapid City, S. Dakota 57701

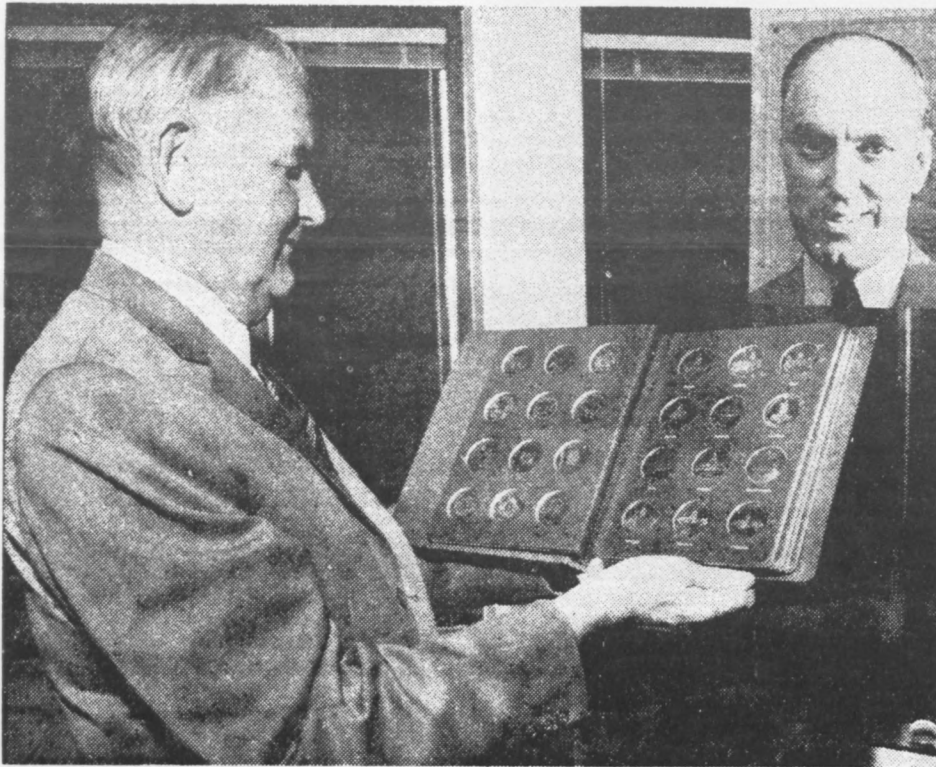
467th Bomb Group

Adam Soccio, 357 Midland Avenue, Garfield, New Jersey 07026

Raymond & Doris Betcher, 366 Reitman Court, Rochester, Michigan 48063

GIFTS FOR THE LIBRARY ARE STILL ARRIVING

The visit to Norwich early in the summer by the 2nd Air Division Assoc. has sparked off a flow of gifts for the Library's American Memorial Room. City Librarian Mr. Philip Hepworth says that one of the most unusual is a display of 50 bronze medals called "States of the Union Medals," by Capitol Medals Inc.



City Librarian Philip Hepworth looks at a display of bronze medals presented to the American Memorial Room by Mr. and Mrs. A. C. Schultz, of North Carolina, and (inset) Mr. Tom Eaton, who has also made a gift. (See main item).

These medals — each of which depicts a state capital on the obverse and its arms on the reverse — were presented by Mr. and Mrs. A. C. Schultz, of High Point, North Carolina, and are in the form of a book. Each of the thick, cardboard-type pages is covered with transparent sheeting and contains holes into which the medals are placed.

"They will make an imaginative and attractive display on future ceremonial occasions," says Mr. Hepworth, who goes on to say that they have received several books and checks for the American Memorial Room to add to the 150 books brought to Norwich by the

Association at the start of their May visit.

Another special gift came from nearer home. To commemorate his long association with the activities of the Memorial Trust, Mr. Tom Eaton reflects his own profession by selecting Aumann's "The Changing American Legal System," Also Mayers' "The

American Legal System," and "A checklist of United States Public Documents."

Mr. Eaton said that he wishes other organizations and individuals reflecting particular interests in the city would do the same to commemorate "a unique and much appreciated memorial that was taken too much for granted and suffered heavily from the inflated cost of books."

Tom plans on attending the 2nd AD reunion in Colorado and this will give all who attend a chance to meet a very fine gentleman and a long-time friend of the 2nd AD.

ANOTHER ACADEMY CANDIDATE — CLASS OF '93

Herman and Sylvia Decktor (448th) advised the Newsletter recently that they have once again become Grandparents. Their son Ronald and his wife Pamela became the proud parents of a

son, Alan Asher Decktor, on September 21. Sylvia advises that Alan Asher has expressed his intentions to be an appointee to the Air Force Academy, class of '93.

Herm owns and operates Concord Liquors in Wilmington, Delaware. Any stock left Herm?

AMBUSHED OVER NORFOLK

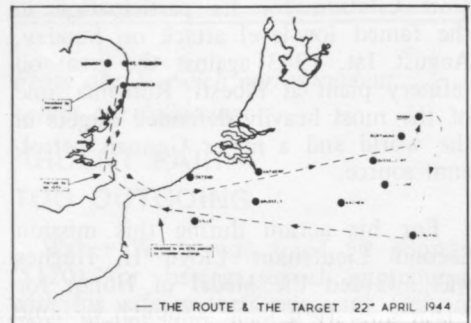
by James Hoseason



James Hoseason

On April 22nd, 1944, the 2nd Air Division dispatched its B-24's from Norfolk airfields to bomb the marshalling yards at Hamm, in Germany. They completed their mission (the first one to end at night) but their homecoming was something else again.

After hitting their target and turning for home relatively unscathed they spotted enemy fighters taking off from an airfield at Dunkirk. Off to their left they saw their scheduled fighter escort engaged in strafing another German Airfield.



Route to target and back.

The formation turned north across the Channel. The lead ship turned on its formation lights and all the other crews followed suit. It was fast becoming dark. Suddenly, without warning, the lead aircraft was attacked by Me-109 fighters over Kent. It was a brief harrying attack. Damage was done to several planes and one gunner was killed, but no bombers were shot down.

By the time they got back to their Norfolk airfields it was just after 10:00 P.M. Already it was dark. Near Southwold the 20th Combat Wing broke up into its separate elements to return to the regional airfields. The fields were all lit up with their marking and runway lights.

Now the planes were at their most vulnerable as they broke up their formations and started to enter the traffic

patterns for landing. The German fighters that had been waiting in a low flight off the coast rose to attack. With the first bursts of fire, flaming aircraft brought confusion to the bomber crews suddenly aware that the enemy was in their midst. Aircraft flew in all directions with some gunners firing wildly at any shape that appeared to be bearing down on them.

Seething, Bungay and other local airfields were under attack from a formation of 15 Ju-88's and Me-410's. These fighters circled the fields threatening to shoot down any Liberator that attempted to land.



Translation: If you can read this you're too damn close!

Then, to the crewmen's horror, just as the last Liberator formation crossed the coast, the local AA defenses opened up on them suspecting them to be enemy aircraft. One bomber caught fire and almost immediately dove into the ground just west of Southwold. The remaining two aircraft pressed on inland towards Seething. As they continued flying inland they noticed another aircraft flying in the position of the Lib that had just been shot down.

Not being able to make out anything other than its navigation lights they paid no more attention, but took it to be one of their own. Seconds later the aircraft slipped sideways and began firing into the engines of the lead aircraft, which immediately caught fire. The crew bailed out. Flashes of parachute silk could be made out in the darkness. The aircraft nosed over and crashed in flames near Beccles. Now the preponderance of the fighters turned their attention on Seething airfield and its returning planes. It was a hectic homecoming for the bomber crews.

One aircraft flown by Lt. Apple and Lt. Sarkovich reached Seething to see another Lib ahead of them completing its approach and landing. Right behind it was a Ju-88 spurting tracers. The B-24 finally caught fire just as it landed on the runway. It continued to burn and light up the entire field. The German fighters took advantage of the light and started to strafe the field from all directions. The air was filled with tracers from the ground defenses. Yet another enemy fighter was ahead

of them on the approach giving the runway a good going over.

Just as Apple and Sarkovich made their final approach the airfield lights went out. They had no choice but to apply power and go round again. Once more they circled the field and came in for a final approach. They tried to contact traffic control but all they could hear was the tower screaming for all aircraft to stay off the field and not land.

It was too late now, they had to land, so they continued and put down on the runway. As they touched down they were blinded by the flames from the fire ahead. They trounced their brakes heavily. Too heavily! The brakes burned out from under them.

Quickly they flashed on their landing lights momentarily to see what the obstruction on the runway was that the tower was screaming about. Up ahead in the beam of their landing lights they made out the silhouette of

three wrecked libs which had run off the runway. Their own aircraft was now without brakes and doing 40 m.p.h. heading for those wrecks. They could only wait for the impact which was not long in coming.

There was a terrific crash as they ploughed into the pile. They cut the fuel, ignitions and throttles and scrambled out. The pilots went through the top hatch because the aircraft was



Landing wasn't all that smooth this time.

stuck in mud. Climbing out and looking back they saw yet another B-24 coming in on the same runway. They ran clear of the melee as the fifth aircraft ploughed into the back of the pile-up.

Bungay, Hardwick, Rackheath, Halesworth and Seething were all attacked. Seething and Rackheath suffered more than the other fields. At Rackheath an Me-410 buzzed the runway firing tracers and dropped two bombs on a floodlit B-24 under repair on the field. The airfield's own AA knocked down another B-24 over the field and another went down to the north-west of the field.

In all 13 B-24's crashed or crash-landed in East Norfolk and two more were damaged on the ground. 38 men were killed and 23 wounded or injured. The fires on the runway at Seething were not extinguished until 03:00 in the morning. Then the runway was cleared ready for the next day's operational flying.



It wasn't all bad. The entire crew walked away from this.

It was a day to remember. A day those days when you feel you should when very little went right. One of have stood home in bed!

LETTERS

Dear Bill:

Received the Newsletter on the Norwich reunion and it sure is a wonderful write up on all that has taken place over there. I don't think anything was left out and reading about it brings back such wonderful memories for me and my wife.

I would appreciate your sending me 12 additional copies as there are some people connected with our outfit (389th) who would like to read this newsletter, and if I had some additional copies I could send it to them hopefully that they will become members of our Association.

My wife and I hope to attend the next reunion at the Air Force Academy in Colorado.

Sincerely,
Aaron C. Schultz

(ed. note: Many thanks to you Aaron for your gift of the Bronze Medals to the Norwich Library which was much appreciated. Now how about working with Al Kopp to make that 389th mini-reunion something to remember. I'm certain he will appreciate any help he can get and I know you would enjoy working with him.)

Dear Bill:

A Second Air Division machine which we have been recovering recently is a B-24J of the 409 Squadron, 93rd Bomb Group which crashed at Benacre, Suffolk on Thursday 13 March, 1944, I have enclosed a copy of the crash report on this machine for your information and so far we have recovered from this machine the following:— one propeller blade, armoured bulk heads, both nose-wheel doors (still painted grey on the outside and shiny metal on the inside), life-dinghy radio set, bomb bay doors, belts of .50 ammo, oxygen cylinders and demand regulators, etc. This dig is still in its early stages and there are many more items to recover as yet.

Subject of research for myself and our group historian, Ian MacLachlan, is the disastrous raid of Saturday 22 April 1944 on Hamm marshalling yards and Koblenz city. Although this raid achieved good bombing results it was the only time, I believe, that a raid was made by the 8th Air Force in the evening. The Second Air Division Liberators returned over the English coast after night fall and were followed in by several Me 410s of Kampfgeschwader 51. The Germans shot down Liberators of 467th, 446th, 448th, 453rd, 458th, 93rd, and 445th Bomb Groups, we have dug up the remains of 3 of these machines and in all about

eleven or twelve B-24s were shot down in Suffolk and Norfolk for the loss of one Me 410. This Me 410 which was shot down by a 93rd B.G. Liberator is still buried and we hope to obtain the land owners permission and dig it up. I would like to hear from any of your members who took part in this raid with any information at all that they may be able to supply especially with reference to crashes of B-24s.

I would also like to add that any of your members will always be welcome at our home if they visit this country and we could perhaps arrange a dig on a 2nd Air Division Liberator for them to come on whilst over here.

We save most of the useful items we dig for museum purposes but as you guessed storage is becoming a problem. We will save items for you if you want them. If any of your members have items we could use in our collection, e.g. photos, old combat jackets or badges these would be greatly appreciated if they are willing to part with them.

I look forward to hearing from you again and also to receiving future copies of the Newsletter.

Sincerely,
Stewart P. Evans
133 Yarmouth Road
Lowestoft, Suffolk
England

Dear Bill:

I received my Newsletter a couple of days ago and just want to let you know how much I enjoyed reading the article "Time to Remember". Having been a member of the 376th Fighter Squadron, 361st Fighter Group, it really struck a familiar note with me.

As you no doubt know I am the only one representing the Fighter Squadrons at the reunions and would be interested in tracking down some of my old buddies. To date I have only four addresses and I'm wondering if Mr. Birdsall might have had any personal contact with any of the boys of the old 376th. I would like to hear from him on this if possible.

We enjoyed our reunion with everyone in England and are looking forward to Colorado Springs in '73. Before we left England, we told both Hathy and Evelyn what a wonderful job they and everyone had done in making the reunion such a huge success and would like to express the same thoughts to you at this time.

Sincerely,
Richard B. Shults
Palatine Bridge, N.Y. 13428

The following letter was sent to Mr. T. C. Gibbs of Monroe, La. and is reprinted here in case somebody else from the 93rd might be able to help Mr. McLachlan.

Dear Mr. Gibbs,

I am compiling information on aircraft lost in East Anglia during the Second World War and wonder if you could help me with a 93rd Bomb Group crash currently being investigated.

Unfortunately I have very little on this crash other than the date and evidence indicating that it was a Hardwick machine. In the evening of 22nd April, 1944, enemy intruders attacked the Second Air Division over East Anglia after a late return from the marshalling yards at Hamm. The attack had twice been postponed but eventually got underway in the late afternoon — a navigational error put extra minutes on the mission so the B-24's were forced to land in darkness. As they neared the coast navigation lights were switched on to minimize the risk of collision. Further trouble was caused when identification flares had to be fired in order to silence A.A. defenses who assumed the aircraft were hostile. In fact, the enemy were present: Me 410's of Kampfgeschwader 51 had followed the Liberators in and struck as the last vestiges of light dwindled. Their attack created havoc as bases doused lights, guns opened up at friend and foe alike, and B-24 formations broke to evade their assailants. At least seven Liberators were shot down, another five wrecked in hasty landing attempts and several fields strafed. One 410 was shot down.

From sources in the region of Cantley, Norfolk, it seems that a 93rd Liberator fell in flames near the town. Other than this I cannot say but I would be extremely grateful if you could help with further details.

Any assistance in my quest for data on aircraft lost, not necessarily those mentioned, would certainly be welcome.

Yours sincerely,
Ian McLachlan
25 Stirling Close
Oulton Village
Lowestoft, Suffolk
England

A dog trainer says: "Treat a dog with kindness, pet him often, feed him well, and he will never leave you." That same system often works equally as well with husbands.

**THE FLYING DECK
(466th B.G.)**

Many Groups of the 2nd Air Division adopted unofficial insignias so that

their particular Group would be easily identifiable from others. One of the most unique was the Group insignia for the 466th Bomb Group - The Flying Deck.



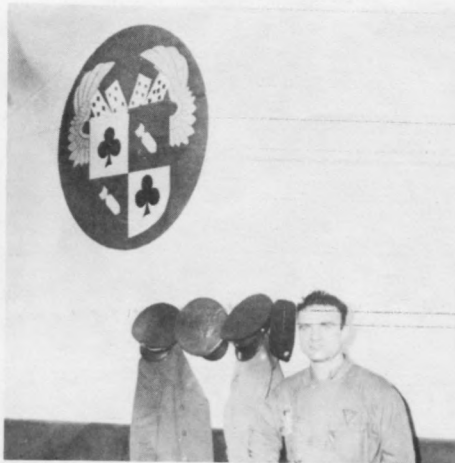
This a/c belonged to third ranking crew (Lt. Taylor) in 786 therefore called Queen of Hearts (Ace reserved for No. 1 crew, King for No. 2 crew). Per J. Auman, Eng. on Taylor's crew.

The name and the make-up of the insignia was the brain child of then

Master Sergeant Gerard R. Dieffenbach who won the \$10.00 prize offered at the time.



Picture of 787th patch (5 3/8th in. diameter) on light blue background, red, white and blue shield with a gold eagle (the banner is red). Patch went in by S. W. Jones.



View of Sgt. Ferrigga and 784th insignia on new mess hall wall. (Note cards above the shield represent each 466 sqdn. (784, 785, 786, 787 in order 1 to r). Ben Fiepel picture.

Under the 'Flying Deck' plan each squadron became one of the suits in a deck of cards. Squadron Commanders were designated Kings of their respective units and executive officers became Jacks. Crews were named by their number in their respective units. Thus crew number seven of the 'Heart' squadron became the seven of hearts etc.

John Woolnough sent us the photos shown here and requests any 466th members who have old photos of this insignia in its various forms that they send him a copy (or the photo itself) in order that he may round out the historical material he is collecting on the 466th Bomb Group. Send all material to Lt. Col. John H. Woolnough (Ret.), 7752 Harbour Blvd., Miramar, Florida 33023.

**TRANSATLANTIC BRIDES
AND PARENTS ASSOCIATION**

There is a unique organization in England with the imposing title that heads this article. For short they are referred to as the TBAPA and the membership is composed of parents who's daughters married American servicemen during and since the war. The following is an excerpt from their magazine describing the occasion of our visit this past summer.

"It was a pleasant surprise when our Chairman, Mr. Fred Lake, introduced five American guests at our Branch meeting recently. Col. & Mrs. G. G. Griffin from Hawaii, Mr. & Mrs. Robertie from Ipswich, Mass. and Mr. Joe Warth of Cincinnati, Ohio were visitors to England for the 2nd USAAF Div. reunion. The ladies were presented with bouquets by Mrs. Ada Butcher (and they were perfectly lovely, I might add). Our Chairman suggested, in view of the special occasion, that our guests be allowed the opportunity of answering questions. These were many and were dealt with most efficiently by our visitors. The gentlemen adding an interesting touch by telling us of their first impressions, adventures, and the problems encountered during the war years in England. Col. Griffin told us of the time when, to alleviate personnel transport problems for the occupants of those bleak and lonely Air Bases, the Royal Air Force loaned the Americans 900 cycles. After enjoying a few pints of English beer, spiced with London gin, at the local pub the 'war' casualties on the return to base were numerous. Furthermore, it was only after stumbling along narrow country roads with buckled cycle wheel, on those cold wet November nights, that the true meaning of the English word 'pushbike' was understood. Mr. Robertie told us of his instructions from home to steer clear of those Norfolk Broads, in fact all broads, regardless of where they lived! The ladies, who were making their first visit here, were impressed by the hospitality and welcome they had received. They were a little confused, however, to see the cars drive on the 'wrong' side on the road observing, at the same time, that it was just as well all the cars were doing so."

(ed note: It was indeed a lovely evening with some wonderful friends, but I deny everything they claim I said!

All quarrels, fights, brawls, riots and wars start with a cockily uttered "Is THAT so?" - affirmatively answered.

26TH ANNUAL REUNION OF THE 2ND AIR DIVISION



July 18, 19, 20
and 21st

Services at the
Air Force
Academy Chapel

Colorado Springs
Air Force Academy

WE DON'T CARE HOW YOU ARRIVE, JUST ARRIVE!